

## SPOILED BY AN ACCIDENT

The Columbia's Martingale Breaks  
Early in the Race.

No Test of the Cup Defender to Be Made Until Saturday, When she Will Meet Laxson's Independent

NEWPORT, R. I., July 3.—Today promised to be a fine race day between the new cup yacht Constitution and the old cup defender Columbia was spoiled within twenty minutes after the start by an accident to the Columbia. The yachts were started at 12-25 o'clock in a fine southwest breeze of about nine knots, and the Columbia was off about 200 yards to windward when the boat's martingale buckled. The Constitution was gaining when the accident occurred.

There will be no race tomorrow, as Mr. Duncan said after the accident the Constitution would not race even if the Columbia could be repaired in time. This means that there will be no racing for the Cup until Saturday, the first day of her engagements, with Larchmont.

Today's was the second meeting of the big single stickers, and although the Columbia defeated the Constitution last Monday by two minutes ten seconds, corrected time, and forty-eight seconds actual time, over the windward and lee-

ward course in fifteen miles to a leg, nobody here considered the result as proving much of anything except, perhaps, that the Columbia was a better boat than two years ago, and that the Constitution would be right fast when she was tuned up.

The start today was from a point five miles east of Brenton's Reef Lightship.

and the wind was blowing fresh from southwest by west. Signals were hoisted on the steam yacht Colonia, which was acting as committee boat, denoting that the course was to be triangular, the first leg being west-southwest, the second southeast by east, and the third, north half east. The first was nearly a full beat and the other two legs broad reaches. The official time of the start

When the mishap occurred, at 12:42 o'clock, the yachts had sailed about three

milice of the course, and while the Columbia was to windward the new boat was footing faster and seemed to be gradually getting out under the Columbia's lee. Suddenly the martingale of the Columbia, a rod of steel, eight feet long and three inches thick, buckled near the bobstay, and the yacht was immediately

The martingale is a steel bar which is fastened in the stem of the boat, extending downward to the water and acts as a spreader to keep off the bobstay, which

The Columbia's martingale bent up in the form of a letter J. The jib topsail of the Columbia was taken in at once to relieve the strain on the bowsprit, but the jib was kept up for some few minutes afterward.

accident, immediately took in their jib  
opsail and withdrew from the race, Mr.  
Duncan refusing to go over the course.

---

**SHAMROCK I IN THE LEAL.**

**The New Boat Not Thought to Have Done Her Best.**

ROTHESAY, July 3.—The cup challenger Shamrock II and the Shamrock I left Rothersey Bay at 10:40 o'clock this morning, under jibheaded topsails and with lower sails free. They reached six miles to the starting point for the race. The new challenger led and gained somewhat on the way out. The breeze was then diminishing in force.

The course was forty-three miles, start-

ing with a run from Garrock Head to Holy Isle. Then it was a reach of ten miles, southeast by east, followed by a beat back to the starting point. There was a sailing breeze from the northeast and the sea was smooth. The sun was shining and there was a slight haze on the water. Sir Thomas Lipton, Mr. Watson, and Mr. Jamieson were on board the challenger, while Mr. Hillard was aboard

The Shamrock II gained half a minute the first five miles off the wind. She then fetched up the channel and was becalmed. The Shamrock I passed her to leeward, but when a fresh breeze sprang up the new challenger raced wide to leeward and on staying off toward the close

The Shamrock I led to the turn in a seven-mile boat to windward and in a spinnaker run right through the Fairway to Harrock Head in a diminishing breeze

drew away from the challenger. The lead boat was over two minutes ahead when they passed Cumbræ, Ead, where a ckyard was substituted for the jib-headed topsail. The Shamrock I was still two minutes

the lead men turning the lee mark, she beat up the channel to Rothsey. In a light and varying wind, the Sham-  
 ick II gained, and when the match was  
 abandoned, which was before the home  
 ark was reached, she was less than a  
 minute behind. It was calculated the

There is a general disinclination to attach importance to today's trial, Sir Thomas Lipton says, however, that it is a genuine test, and others who were aboard the yacht corroborate this. The

Mr. Clark, owner of the Kariad, is anxious to accept Mr. Jamieson's challenge.

LONDON, July 4.—The "Times" com-

ting upon the trial, says that owing to the fact that there was no proper start and no proper finish, and, as the timing was not round fixed marks, it is impossible to speak with absolute certainty, but provided both boats were

ed to get the greatest speed of which they are capable the day's sailing confirms the impression that in the conditions under which the match was sailed the Shamrock II is little, if anything, faster than the Shamrock I.

**Fourth of July Baseball in Paris.**  
PARIS, July 3.—The American Art Association will celebrate the Fourth with a baseball game at the Bagatelle Grounds this evening. The attendance is expected to be large.

**The Expedition Not Abandoned.**  
 LONDON, July 3.—There is no truth in report published in London that the twin-Ziegler expedition has been abandoned.

**Epworth League, San Francisco.**

Levee 587.50 on regional trains, July 4 to 17, Chesapeake and Ohio Railway, official route, Washington district. Special train July 8, with yard and excursion Pullmans through with-change. Return limit August 31.

winna, Shortham, Typewriting—80